

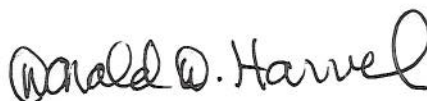
articles speculated as to the cause. Initially, Popular Mechanics reported that the cause was brownout conditions. (Tab EE-57) Flight International stated that the cause of the crash was not mechanical, but instead brown-out conditions, citing an unnamed source familiar with the preliminary investigation. (Tab EE-56) On 18 May 2010, the Line of Departure website, along with WTOP, a Washington D.C. radio station, reported that the cause of the mishap was pilot error. (Tab EE-56 thru EE-60) Specifically, they alleged "the pilot flew too low in airplane mode when its blades struck an earthen berm, shearing off the wings and flipping it over."

Other media attention has mentioned the mishap while focusing on other issues with the V-22. (Tab EE-27, EE-29, EE-32)

#### **14. ADDITIONAL AREAS OF CONCERN**

The disposition of the wreckage cited in Tab H-4 and H-5 are incorrect. After the MA was destroyed, the battlespace owner went to the mishap site, took photographs and further destroyed some pieces of the wreckage. (Tab II-5) Several days later, they loaded the remainder of the wreckage onto flat bed trucks and took it to FOB Apache. During interviews in Afghanistan, the AIB learned of the existence of this wreckage. On 27 May 2010, the PM, MXM, and the ALA flew to FOB Apache to secure the wreckage. On 19 June 2010, a maintenance team was onsite in Afghanistan to provide further analysis of that wreckage. They shipped the left engine back to the manufacturer Rolls Royce in July 2010 for analysis. That analysis was completed on 24 July 2010.

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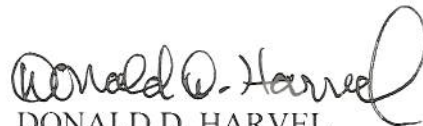
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seems logical that the MP would also have had enough time to apply full power with the TCL and go-around. It is unlikely that the MP would apply less than full TCL power when attempting to arrest a rapid descent rate. If the MP applied full TCL power, but applied it too late to prevent impact, then the ground markings and subsequent crash sequence would have been noticeably different. The roll-on landing made by the MP was remarkable by any measure.

Although not a factor in causing the mishap, the presence of the drainage ditch and collapse of the nose landing gear increased the severity of damage and injuries during the crash sequence. If the nose gear had not collapsed and/or the MA had not impacted the drainage ditch, the MA likely would have remained upright and the injuries and damage would have been less severe.

The absence of the Flight Incident Recorder, the Vibration Structural Life and Engine Diagnostics control unit, and the right engine prevented the board from obtaining clear and convincing evidence of the cause of this mishap.

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